

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the constant supervision of a qualified English Chemist.

The PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., Ltd.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers:

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, Free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

LEMON SQUASH

GINGER ALE

RASPBERRYADE

GINGERALE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,

51 The Hongkong Dispensary, Hongkong.

MARRIAGE.

On Monday, the 28th August, at St. John's Cathedral, Hongkong, by the Right Rev. Bishop Burton, D.D., assisted by the Rev. R. F. Cobbold, EDWIN SURCHIFF, of Waterfall, Staffordshire and of Manila, Philippine Islands, only son of the late Rev. John Surchiff, Vicar of Calton, Staffordshire, to HELEN MARY (NINA), only daughter of James Sloan, Esq., of Manila.

The Hongkong Telegraph.

HONGKONG, MONDAY, AUGUST 28, 1893.

TELEGRAMS.

THE HOME-RULE BILL.

LONDON, August 26th. The report on the Bill was closed without excitement, and the remaining amendments were mostly disposed of without division. The third reading has been fixed for Wednesday.

ASSAULT IN THE HOUSE OF COMMONS.

Mr. J. G. S. MacNeill, M.P., for Donegal South (Nationalist) committed an assault on Mr. Harry Forster (the well known caricaturist for Punch) in the lobby of the House of Commons on account of certain caricatures that appeared in this week's Punch.

FRANCE AND SIAM.

The Times states the French Envoy, M. Le Myre de Vilers, demands the expulsion of all Danish officers from the Siamese Army and Navy, and expresses the belief that these claims are only a pretext for demanding fresh territorial rights on the left bank of the Mekong river. The meeting of Plenipotentiaries has been postponed sine die.

THE FRENCH ELECTIONS.

MADRID, August 22nd. The elections in France are going in favour of the Government.

FRANCE AND ITALY.

Violent Anti-French riots have been occurring at several Italian towns. The French consulates have been attacked and looted, and the flags torn down. The police have charged the rioters, a large number of whom have been wounded.

LOCAL AND GENERAL.

THERE are over 750,000 varieties of insects.

Every year the United States produce 505,000,000 pounds of tobacco.

H.M.S. *Impregious* and *Severn* arrived at Yokohama on the 15th inst.

THE P. & O. S. N. Co.'s steamer *Formosa* left Singapore for this port on Saturday, at 4 p.m.

THE O. & O. S. Co.'s steamer *Gaelic*, with mulls, &c., left San Francisco for this port, via Yokohama, on the 26th inst.

THE aggregate amount of gold struck at the Oskia Mint, since its establishment in 1893, is reported to be 20,844, 699.79 yms.

THE returns of the number of visitors to the City Hall Museum for the week ended August 27th are:—Europeans, 172; Chinese, 1,695; total 1,867.

THE billiard tournament which is now being carried out at the Hongkong Hotel goes merrily on and some very good play is witnessed there nightly.

AT the Magistracy to-day, before Mr. H. E. Woodhouse, three Chinese women were brought for twelve, nine, and six months respectively, for bringing a girl into the colony for unlawful purposes.

SIR Cecil C. Smith is to sail from Singapore for home to-morrow and Mr. W. E. Maxwell is to be sworn in as Acting Governor of that colony. The date of Sir C. B. H. Mitchell's arrival has not yet been made known.

NINE Russian fugitives were handed over to the Captain of the Russian man-of-war *Mandour* at Kobe on the 16th inst. They had made their escape from one of the convict settlements, but could not find the shelter they sought in the Land of the Rising Sun.

A VERY serious accident occurred to a stoker named Tripp, on board H.M.S. *Pallas* at Singapore on the 21st inst. He was engaged in securing the funnel when he lost his balance and fell a distance of 15 feet. His left leg was crushed and it is feared that the limb will have to be amputated.

IN the Supreme Court to-day:—Witness (under cross-examination)—I dealt through brokers, Jones-Hughes and Hough.

THE Q.C.—Through all of them?—No, Mr. Hough was away.

THE Q.C.—Then did you deal with Mr. Jones, or Mr. Hughes?—Yes!

IN the Royal Yacht Club's Regatta, sailed from West Cowes, Isle of Wight, on July 31st, the Prince of Wales' *Britannia* proved successful, beating Lord Dunraven's *Valkyrie* and the American yacht *Navaho*. The *Navaho* led for a considerable part of the journey, but was completely outdistanced going to windward by the two Clyde-built yachts.

WRITING under date 23rd inst. our Amoy correspondent advises us that the gunboat *Fuk Foo* duly returned to that port from Foochow on the 22nd inst., having on board the new Amoy Amoy and suite. This official is a genuine Tartar and is said to have a deal of influence in Peking. It is expected that the ex-Taipei Shih Sing Yik will leave in a few days in the *Fuk Foo*, which vessel also takes another batch of candidates for the examinations at Foochow.

THE photographic entertainment given by Professor Sers at the Mount Austin Hotel on Saturday evening was a great success, and was much appreciated by the aristocratic residing in the upper regions. His Excellency the Governor and party were present, swelling the audience to about 150 in number, but to about twenty times the figures in tone and appearance. Mr. Sers contemplates getting up another public "show" but neither date nor place have been definitely chosen yet. In the meantime we are glad to hear that he is doing good business with the private exhibitions of his photographs. These can be arranged at the Victoria Hotel where he is staying.

WE understand, says the *Broad Arrow*, that the Lords of the Admiralty are considering schemes for raising the guns of the sunken battleship *Victoria*, and otherwise dismantling her. The possibility of making a remunerative salvage is strongly maintained at Whitehall, and the preference is given to the possibility of bringing the entire ship into port again. In the meantime all that can be said with clearness is that, at all events, an effort will be made to bring up some of the valuable armament of the ill-fated ship. The triumph of flotation accomplished by the *Howe* is naturally a great incentive, though, of course, the Admiralty are alive to the very seriously different conditions marking the position of the *Victoria*.

THE KIND OF DOG HE WAS.

A coloured man once sent a neighbour for damages for the loss of his dog, which his neighbour had killed. The defendant wished to prove that the dog was a worthless cur, for whose destruction no damages ought to be recovered.

The attorney for the defence called one Sam Parker (coloured) to the witness-box, whereupon the following conversation ensued:—

"Sam, did you know this dog that was killed by Mr. Jones?"

"Yes, sir, I was personally acquainted with it."

"Well, tell the jury what kind of a dog he was."

"He was a big yellow dog."

"What was he good for?"

"Well, he wouldn't hunt an' he wouldn't do no guard duty; he jes' lay 'round and ate. Dat made em call 'im wat dey did."

"Yes, Well, what did they call him?"

"Well, sah, I don't want to hurt yer feelin's, sah, an' I is mighty sorry you ax me dat, sah, but de fact is dey call 'im 'Lawyer,' sah!"

An inquest was held in the British Consular Court, Kobe, on the 17th inst., touching the death of Charles F. Forbes, doctor of the steamer *Mogul*, which event occurred at sea a few days previously. Capt. Golding stated that his attention was drawn to the Doctor by the steward, who called out that the former had killed himself.

He found the deceased in his bath-room bleeding profusely from a large gash in the right side of his neck. He had him carried on to the bridge and everything possible was done for him. The Doctor was conscious for a time and explained where needles were to be found in his cabin for the purpose of stitching the wound. He gradually sank and expired at 3.40 p.m.

Much additional evidence was given tending to show that the deceased was usually in a moody, preoccupied state, and although he had not actually been addicted to drink, he had been away from his ship while in Hongkong and was suffering from the effects when he rejoined.

Previous to inflicting the wound the deceased took a large dose of laudanum. He was buried at sea on the evening of his death. The Coroner's verdict was that deceased had killed himself by taking laudanum.

THERE are 20,000 trained nurses altogether in the British Isles.

THE P. M. S. Co.'s steamer *City of Rio de Janeiro*, with mulls, &c., from San Francisco to the 10th inst., has arrived at Yokohama, and will leave for this port to-morrow at 6 p.m.

A LARGE number of poverty-stricken wretches were brought before the magistracy to-day by the Land Bailiff, for establishing themselves as squatters on Crown land without licences. They were discharged on payment of the usual fee for the requisite permits to "squash."

THE *Hyogo News* remarks that it is no wonder that everywhere throughout Hyogo prefecture the people are suffering from want of water. Since the rain on the 23rd of June, dry weather has continued for 8 weeks, with the exception of light showers for a few minutes twice or thrice, until last week.

LATE advices from Rangoon state that the price of paddy has risen considerably there of late. Early in the month the quotation was Rs. 72 but it quickly advanced to Rs. 95. Latterly, however, the market has calmed somewhat but it is confidently anticipated that these high rates will be maintained until the new crop is gathered, three or four months hence.

An important addition will shortly be made to the Navy by the delivery from the Thames Ship-building Company of the first-class protected cruiser *Thetis*, which has been built under the Naval Estimates Act. Laid down in July, 1890, the *Thetis* is a sister ship to the *Grafton*, which has just completed a successful series of trials. She has a displacement of 7,350 tons, a length of 360ft., a breadth of 60ft., and a mean draught of 23ft. 6in. Her engines are estimated to develop 12,000 horse-power under forced draught, with a speed of 19.75 knots per hour, and 10,000 horse-power under natural draught, with a speed of 18.75 knots per hour.

INFORMATION reached the British Consulate, Kobe, on the morning of the 19th that the British ship *Orpheus*, which left Kobe for Saigon in ballast early on the previous Thursday, was ashore off Tsobakimura of Naka-gun in Tokushima prefecture. The officers and crew were reported to be safe, but the vessel was disabled in some way, and had telegraphed for a steamer to take her back. In response to this request, Messrs. Nishida & Co. prepared to dispatch the *Kaito* to the assistance of the stranded vessel. The steamer was not sent, however, arrangements being made by Messrs. Browne & Co., acting for the underwriters, for the despatch of the N. Y. K. steamer *Tokyo Maru*, Captain Kenderdine, to the scene. Meanwhile, says the *Japan Mail* of the 21st, much doubt exists as to the position and condition of the ship, some believing that she is not ashore but only disabled, others that she is both disabled and stranded.

THE new bathing-jetting and club-house at Kowloon Point formed the scene of a pretty little comedy on one night last week, rather savouring of the comedy. Two members of the swimming club went down for a w. t. (internal or external, deponent sayeth not) rather late in the evening, and on approaching the place were surprised to see a couple of Japanese ladies, veritable angelic muses, playfully disporting in the water at the end of the jetty.

At the intrusion of two male members, the timid creatures rushed for their lives, and wanted to fly away home, but the "horrid men" locked the gates at the shore end of the jetty, and prepared to accord the charming visitors a fitting welcome. The two ladies, however, seeing that way of escape barred, despairingly flung themselves into the briny deep, with all their pretty clothes on! Happily they managed to get ashore, and speedily disappeared up-country, leaving the disappointed invaders to console themselves with what comfort they could find.

Hastening home, the Japanese ladies found their male protectors, who had happened to be members of the Kowloon Bathing Club. When the story of these awful adventures had been told, there ensued a mighty gathering of armed men to go down to the bath-house with swords, and spears, and trawling bows, and dogs, and bloodhounds, and other instruments of music, to wipe out the two interlopers. On arrival, however, a large amount of military ardour appears to have evaporated, for nothing ensued but explanations and drinks all round. For there was yet another surprise in store, for after all was apparently settled satisfactorily, next morning a lawyer's letter came round to the two members whose innocent surprise visit had alarmed the ladies and led to all the trouble in the first instance; they were threatened with all sorts of pains and penalties if they did not do certain things within 24 calendar weeks, or something of that sort. Accordingly, we believe, they did apologise most abjectly, and there the matter rests for the present. There may be more anon.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Chief Justice Fielding Clarke).

August 28th.

KEROSENE TRADE DISPUTES.

Mok Tung Shing, trading as Yui Chong, sued Malacca & Co., trading as Sui Ki Chan, for \$2,000 odd, damages caused by defendants failing to take delivery of and pay for ten thousand cases of kerosene under contract. Mr. J. J. Francis, Q.C., instructed by Mr. C. E. Evans, was for the plaintiff, and Mr. E. Robinson, instructed by Mr. H. L. Dennis, was for the defendants.

Mr. Francis stated that a contract was made on 15th March, 1892, by defendants, through Messrs. Hughes and Hough, brokers, to purchase from Messrs. Hewitt & Co. 20,000 cases of kerosene oil, "Comet" brand, to arrive in the ship *Mabel Taylor*. Hewitt & Co. had previously sold kerosene on their own account to the defendants, but in this case acted on behalf of the plaintiff, Yui Chong, as "conditional principal." The oil only arrived on June 1st, but the defendants refused to take delivery. The oil was therefore sold by auction, at \$1.37 per case; the price fixed in the contract was \$1.55 according to time of delivery, and as the oil had waited the full time, the present claim was for \$2,007, being the difference lost on sale. Defendants claimed (1) that Yui Chong had nothing to do with them, and had no right to sue; (2) that a large part of the *Mabel Taylor*'s cargo was sea-damaged, and therefore according to the custom of the trade instead of 20,000 cases defendants could only take a proportionate part, leaving all the damaged cargo on plaintiff's hands and shoring *pro rata* in the undamaged. The third defence was that Hewitt & Co. had often sold oil to defendants on their own account on certain conditions, and in the present case no mention was made of any body

behind them, so that the usual conditions ought to hold good. Defendants had accordingly offered to take delivery of their proportionate share, one quarter of contract, i.e. 5,000 instead of 20,000 cases. This offer was not accepted as sufficient. Plaintiff in reply claimed that the distribution of proportionate parts to allow for damaged cargo did not apply where there was enough undamaged oil to satisfy the contract.

Witness William Dick, formerly manager of Hewitt and Co., merchants and commission agents in Hongkong, said that in the 1892 his firm bought a cargo of 47,000 cases of kerosene on the *Mabel Taylor*, and sold it to Yui Chong, the plaintiff. (Contract of sale put in.) The price was \$1.47 to \$1.51 per case, according to delivery. Yui Chong asked Hewitt and Co. to get offers for re-sale. Mr. Jones-Hughes made an offer, witness thought, the had asked for. Hewitt and Co. got an offer for 20,000 cases but not seen defendant. A contract was arranged for the sale of 10,000 cases. (Contract note put in.) Hewitt & Co. acted in this matter for Yui Chong, but did not tell Mr. Hough or Mr. Jones Hughes. The cargo—about 50,000 cases—arrived in June, and was landed into Jardine's Bowditch godowns. About 35,000 cases were sea-damaged. None of it had been sold except this 10,000 to defendant. There were about 65,000 cases undamaged. Witness left Hewitt & Co. in April, though he remained about several months settling things. The 10,000 cases were sold in August.

Cross-examined:—Witness remembered a sale of kerosene from the *Josephus* to defendants through Mr. Michael, when the damaged part of the cargo was deducted from the whole, and the balance distributed proportionately among purchasers. That was the custom always. The whole of a cargo was sold, whether the various parts were so provided or not. In this the whole cargo was not sold. Practically it resulted that a buyer never knew how much oil he was going to get. Contracts sometimes stated that if there was not enough undamaged cargo, purchasers could take damaged goods with an allowance for damage, or take a smaller quantity. Some contracts made no mention of damaged cargo; some enforced acceptance of damaged cargo at reduced rates; some stipulated for a proportionate reduction of quantity delivered in case of damage.

By the Court:—The enforced acceptance of a reduced quantity was only usual when the quantity of sound goods was not enough to meet contracts.

Mr. Jones-Hughes, broker, in partnership with Mr. Hough, said that his firm had done a large business in kerosene, as brokers only. In March, 1892, the firm arranged a contract between the Sui Ki Chan and Hewitt and Co. (Contract identified.) The man who signed for the Sui Ki Chan was now in New York, but it was the Sui Ki Chan who sold the cargo. Witness sold the 10,000 cases by auction for \$1,700; it was all sound. There were 14,242 sound cases, on the *Mabel Taylor*, out of 49,500.

Cross-examined:—Witness was well acquainted with the kerosene trade. There was a syndicate of eight or nine Chinese to "corner" kerosene. The Sui Ki Chan was not in it. That firm shipped oil largely up the coast. The custom in case of damage was to deduct the proportion of damaged cargo from each contract, though some of the dealers did not say so. There was no doubt whatever about it. Sometimes when the market was very firm buyers would take unsound cases as sound. In some recent cases buyers had insisted on that, rather than have too little, and the damaged oil had been given them, though witnesses did not think such a claim could be enforced. Witness thought a buyer was bound (by custom) to take whatever sound cargo there was for him, and wound down to the vendors' hands.

Witness did not see that it made any difference whether the cargo was all sold or not, as a buyer could not know that. Witness had signed for the concerned for Hewitt & Co., at their request. Russell & Co. used to be the largest importers, Arnold, Karberg & Co. next, and Douglas Laprak & Co., Melchers, Reuter Brockmann, Sassoons, and others. Witness had seen previous cargo from the *Mabel Taylor* in much better condition. He had never heard of a contract of deducting *pro rata* damaged oil.

At the time of making the contract with the Sui Kee Chan witness did not know anything about the rest of the cargo, outside of the 10,000; but he had heard that some of it had been sold. When the market was down, the proportion of damaged cargo on the vendor's hands became very great, so that, now, contracts stipulated that the full number of cases must be taken, good or bad, with an allowance for damage. When the market was in favour of buyers, they would take unsound cargo as sound. If a ship came with 25,000 bad out of 50,000, and only 5,000 had been sold in advance, the buyer had in some such instances been compelled to take the whole amount of his contract. The seller would not be entitled to refuse it, if the buyer asked. In this case witness offered defendant "10,000 *ex Mabel Taylor* on usual terms," understanding that the whole cargo had been sold on various contracts, of which this was one, and that all would follow the usual rule as to damage. As this contract was apparently Hewitt's own, and not on behalf of others, he had thought it an additional sale over and above the sale of 49,000 to plaintiff, and not a re-sale of part of that on his behalf. Most of the mercantile firms here did commission-agents' business, as in this case.

Mr. Robinson addressed the Court at great length for the defence.

Alister Woodhouse, of Gilman & Co., merchants, said that he had been in the kerosene trade for a long time, and knew the customs of the trade. It was certainly the custom to apportion the loss by damage, whether any of the sound cargo remained unsold or not. The practice cut both ways, according to whether the market went up or down.

Cross-examined:—If a cargo was all damaged a purchaser would get none of it. The custom was, witness thought, to take all things into consideration. Gilman & Co. had in some cases had cargoes of which a portion was unsold, and the deduction for damage had always been shared by all *pro rata*. When a man contracted to buy a certain number of cases of kerosene, he counted on not receiving that number, but only a proportionate part. If a certain part of a cargo was left on the owner's hands unsold, the owner would "rank for dividend" as an ordinary purchaser. It might be advantageous or otherwise, according to circumstances. Sometimes the full amount instead of only his portion, so as not to leave a quantity unsold on a bad market. Witness did not remember any particular instance of a vendor keeping back his portion of sound cases and giving purchasers only their proportion. He had had transactions in which the market had gone against the vendor, and yet he had not made the purchaser take the full quantity, though there was enough sound cargo. Witness had never sold an entire cargo stipulating for a lower price on damaged goods; he would lose his insurance in that case, as kerosene was insured in series of 5,000 cases, each separately, and no insurance could be claimed for less than 5 per cent. damage and 1 per cent. leakage, and under such a contract there would be no claim. Different firms had different forms of contracts. Witness did not think he had ever had more than enough of sound cases to satisfy all contracts. He knew

nothing about other firms, but as far as his own dealings had gone, the custom was as he had stated. The brokers' notes contained words to the same effect.

Shortly before 5 p.m. the case was adjourned until 10.30 a.m. to-morrow.

SATURDAY'S GYMKHANA.

Favoured by good weather the Gymkhana at the Happy Valley on Saturday afternoon attracted a large attendance of spectators and proved by far the most successful of this season's series of meetings. The racing over the hurdles and in the one mile handicap was especially interesting, and for once in a way the betting competition, cleverly won by Mr. Landale, was a noteworthy feature.

Proceedings commenced shortly after 5 o'clock with a two hundred yards sprint for Europeans, which was won by Private Edwards of the Shropshire Regiment, who ran with excellent judgment and scored an easy win from Gunner Perry, R.A., and Private Bowden, S.L.I.

A hurdle race for Asiatics, distance rather over half a mile, proved a gift for Gunner Thacker Dux, who ran clear away from his field halfway down the straight. Mr. Landale was hailed the winner of the Tent Pegging contest after an exciting tussle with Mr. Strick and Mr. Boys, and was a bit unlucky not to have scored a more decisive victory.

A new feature on the programme was a couple of matches between alleged race ponies, which, if they failed to provide anything in the shape of actual sport, at least caused a considerable amount of amusement, and this form of racing is so popular at Newmarket with the grand old school of patrician owners, is worthy encouragement. The first event was a quarter-mile sprint, called weights, with owners up, between Mr. W. Jackson's chestnut Sandy Grant and Mr. Fraser-Smith's cream Cheesest. Long odds were freely offered on the latter, but when the flag fell he bolted directly towards the ditch, and before he could be got straight his opponent had passed the post a dozen lengths ahead. The second match proved a regular chapter of accidents. Mr. Jackson's Waterloo, a high-priced Thoroughbred, brought down "on the extreme quiet" three years ago by an abnormally clever division of "harps" to win the Hongkong Derby—he didn't win that classic event, it is perhaps worthy of remark—was plucked against a Tongpoo pony, the property of Capt. Alston, which measured a trifle over ten hands, over the mile course. Waterloo being "screwed up," Capt. Alston agreed to Sandy Grant being substituted. After getting a third of the distance Mr. Jackson came to grief at the Bowditch gate through his pony swerving—luckily escaping with a few bruises—and the Black Rock Mr. Morton Jones, who had lost one of his stirrup leathers, gracefully rolled off the little Tongpoo's race, when he had the race in hand.

Both riders remounted, and the big coffee-headed chestnut had no trouble in overhauling his diminutive opponent and winning easily. After a pretty race Mr. Landale, who kept his mount together in fine style, got home in the hurdles on Solace, winner of last year's Jockey Club, pretty cleverly from Light Bob, and the mile handicap proved a fairly good thing for Mr. D.E. Sassoon's Derby failure, Thunde bolt, who beat the blaze-faced chestnut Khedive by a neck after a close race. Porpoise looked all over a winner at the top of the straight, but went to pieces inside the distance.

Capt. Thomas had general charge of the arrangements, which left nothing to be desired, whilst the Band of the Shropshire Regiment contributed greatly to a most enjoyable afternoon's amusement.

HONGKONG RIFLE ASSOCIATION.

Eight members of the Association competed on Saturday afternoon for the short range cup and spoons. The cup was won by Sergeant McNab with a score of 63 points out of a possible 70. The same marksman also won the spoon for the highest aggregate with points allowed, and Inspector Mann won the spoon for the net aggregate with 57 out of a possible 70 points.

The following are the scores:—

	100	300	Aggr.	Net Aggr.
Sgt. McNab, R.N.P.	63	63	126	57
Capt. Palmer, O.D.	58	58	116	52
Inspector Mann	55	55	110	47
Sgt. Jones	52	52	104	44
Sgt. Dill, R.N.P.	50	50	100	40
Sgt. Major Little	48	48	96	38
Mr. Dunsen	45	45	90	35
Comd. Asst. R.N.P.	38	38	76	28

NEWS BY THE AMERICAN MAIL.

The Occidental and Oriental Co.'s steamship *Oceanic*, Capt. W. M. Smith, R.N.R., from San Francisco via Yokohama, with the American mails up to August 1st, arrived in the harbour at 5 o'clock this morning. We are indebted to our San Francisco exchanges for the subjoined telegrams:—

LONDON, July 22nd.

The Chinese Embassy has been busy all day receiving and sending telegrams, and considering them as to what was going on about Siam. The Ambassador would say nothing.

He was again in consultation with the Government officials in Downing Street, and the Siamese question has reached such a point that nothing is given out there. Downing Street is the central point of this whole affair. France's action will depend largely upon what England does.

An Englishman in a position to get trustworthy information said to-day: "It seems to me that France is acting wisely in forcing a speedy reply to her ultimatum. She intends to have Siam, and finding herself with a pretext for putting Siam in an embarrassing position she jumped at the chance, hoping to have the whole matter over and done before England, which always moves slowly and along conservative lines, would have an opportunity to balk her game. I do not see but France will accomplish this. I doubt whether China will get definite enough assurances from England, on such short notice, to justify her in making a

LATE TELEGRAMS.

ALABAMA, August 28th.

another riot was threatened, but the Speaker succeeded in subduing it. Then Mellor resumed the chair.

The various remaining clauses of the home rule bill were read. When the committee rose and Chairman Mellor reported to Speaker Peck the home rule bill as amended in the committee there was a grand outburst of cheering and hats were waved for gladness. The report stage was fixed for August 7th.

July 28th.

In the Commons-to-night Harcourt responding to questions by Gouchen said that the telegram directing the Government of India to close the ports of that country to the free trade of silver did not contain instructions to regard to making gold the legal tender. That matter was left to the discretion of the Indian Government.

A great miners' strike was inaugurated to-day in most of the pits. About 350,000 men are directly affected. There are no disorders so far. John Rogers, the husband of the well-known American actress, Minnie Palmer, has begun an action for divorce.

The Victoria Yacht Club to-day selected the *Britannia* to defend the field challenge against the *Navarra*, and fixed the second week in September for the matches, subject to the approval of the Prince of Wales. The *Britannia* is engaged to sail at Plymouth for the Queen's Cup on August 30th, so also is the *Navarra*; an earlier period cannot well be arranged for the gold cup races, as a week at least is required for the preparations.

Up to to-day no dates have been fixed for the *Britannia* and *Cape May* cups. In all probability the task of defending the challenge will be undertaken by the *Navarra*. A *Molokan* landowner won the first prize, 12,000 crowns, given by Emperor Franz Joseph. He covered the course in 30 hours and 26 minutes. Three horses died on the road.

The Vienna Provincial Government recently instituted a long-distance horse race of 30 miles, between Bishah and Seralovo. The roads are rough and mountainous. All the forty-seven competitors rode on horses. Nineteen of the riders were Austrian officers. A *Molokan* landowner won the first prize, 12,000 crowns, given by Emperor Franz Joseph. He covered the course in 30 hours and 26 minutes. Three horses died on the road.

BRUSSELS, July 29th.

The *Independence Belge* says in view of the disastrous effects of the recent drought, the Government is making preparations on a large scale for ex emigrants in producing rain-fall by artificial means.

CONSTANTINOPLE, July 29th.

In consequence of the increased employment of Turkish women as schoolmistresses in the girls' schools, the Porte has decreed the formation of a normal school for girls in Constantinople.

LONDON, July 30th.

Efforts to avert the calamity of a national strike of miners have proved futile, and a long and bitter struggle has begun. Fully 250,000 men left work yesterday, and in Lancashire, Yorkshire and Midland. Fifty thousand more will stop on Monday. Impartial observers have but one opinion of the outcome. The men will fail, but there will be a long period of terrible suffering and, perhaps, serious outbreaks and disorder before the issue is settled.

The price of coal has advanced nearly 50 per cent since the strike was threatened. There is a large stock on hand, but it is being rapidly reduced in anticipation of a famine during the coming winter. The strike, although only just begun, has already put the profits in the pockets of the coal owners. It is still doubtful if the miners of Durham and Northumberland will be induced to join the hopeless struggle.

When the young Khedive of Egypt announced his intention to visit the Sultan, his nominal suzerain, a good many Englishmen scented danger to British interests, and they expressed the opinion that the journey ought to be prevented. The visit was allowed, however, and the Khedive was accompanied by a British officer, and possibly with decreased ambition. The English in Egypt have always treated him as a monarch, but in Constantinople, to his deep mortification, he was regarded as a mere Governor, and his pretensions to royal rank were studiously ignored. It suited the Sultan for the moment to play the English game, and he did so without the slightest regard for his vain young vassal's feelings. There is danger in this, for the expected Khedive may seek consolation in French sympathy. There is some reason to believe that he actually sought it before leaving Constantinople in a secret interview with the secretary of the French Embassy, and that French help was promised him whenever an opportune moment should come for throwing off the hated English yoke.

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The analysis of the new Reichstag reveals the fact that only four Hebrews hold seats, all of them being socialists. Rather more than a quarter of the members are of noble birth. There is a preponderance of land owners and farmers, the number reaching 145. There are no fewer than 110 lawyers in the new House. Among the members of other professions are 100, and the number of the military and naval divisions is 100. The condition of the German crops, however, especially wheat and rye, has greatly improved.

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notifying England he sent, through Lord Dufferin, to the French Government a short and simple note to this effect:

"Great Britain refuses to recognize the blockade begun on the coast of Siam. If English commerce in these waters is interfered with by France such action will be construed as a deliberate attack upon the British flag."

Having sent this ultimatum England began active preparations for war. All the bluster and defiance which has accompanied France's treatment of Siam disappeared on receipt of this peremptory warning.

The reply which the French Government sent this morning was a complete surrender to England's demands. It was in terms that the French blockading force would be instructed after to-morrow to allow the English unimpeded commerce with Siam. Inasmuch as nine-tenths of the Siam's commerce is in British ships this concession amounted to abandoning the blockade.

Three hours after France had made this humiliating back-down the news came that Siam, hopeless of maintaining her rights against such odds, was ready to concede anything and everything that France might demand. Thus France had needlessly humbled herself before the British lion, which she had been incessantly teasing for weeks.

VIENNA, July 29th.

The Bosnian Provincial Government recently instituted a long-distance horse race of 30 miles, between Bishah and Seralovo. The roads are rough and mountainous. All the forty-seven competitors rode on horses. Nineteen of the riders were Austrian officers. A *Molokan* landowner won the first prize, 12,000 crowns, given by Emperor Franz Joseph. He covered the course in 30 hours and 26 minutes. Three horses died on the road.

BRUSSELS, July 29th.

The *Independence Belge* says in view of the disastrous effects of the recent drought, the Government is making preparations on a large scale for ex emigrants in producing rain-fall by artificial means.

CONSTANTINOPLE, July 29th.

In consequence of the increased employment of Turkish women as schoolmistresses in the girls' schools, the Porte has decreed the formation of a normal school for girls in Constantinople.

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knowledge of Afghanistan and its people. The journey to Kabul will be a trying one as this season of the year is unhealthy in the Peshawar and Jellalabad valleys, owing to the great heat.

Two hundred and fifteen thousand ounces of silver were purchased to-day by the United States Treasury at 75.15.

LONDON, August 11th.

Mr. Dadabhai Naorojee goes to India at the end of November to reside at the National Congress.

WASHINGTON, August 11th.

At the instance of President Cleveland, Secretary Castille last evening summoned together the members in favour of the repeal of the Sherman Act, and strongly urged them to take action. A programme was ultimately adopted to begin a silver struggle in the House of Representatives immediately, and to allow ten days for debate, after which to vote first upon amendments and afterwards on the main question.

TO-DAY'S ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE COMPANY'S STEAMSHIP.

"HAITAN."

Captain, Goddard, will be despatched for the above Ports on WEDNESDAY, the 30th inst., at Noon.

FOR FREIGHT OR PASSAGE, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 28th August, 1893. [958]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE COMPANY'S STEAMER.

"TAICHIOU."

Captain R. Unsworth, will be despatched for the above Port on THURSDAY, the 31st inst., at 10 A.M.

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—85 per cent. prem. ex div. sellers.
 The National Bank of China, Ltd.—on £8.10 paid up—50 per cent. dis. buyers.
 The Bank of China, Ltd.—Founders shares, \$130 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders shares, £20, sellers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—\$28 per share, buyers.
 China Trade Insurance Company—\$49 per share, sellers.
 North China Insurance—Tls. 110 per share, sales and buyers.
 Canton Insurance Company, Limited—\$112 per share, sellers.
 Yangtze Insurance Association—\$60, sellers.
 On Tai Insurance Company, Limited—Tls. 150 per share, buyers.
 Hongkong Fire Insurance Company—\$10 per share, sellers.
 China Fire Insurance Company—\$85 per share, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$26 per share, sellers.
 China and Manila Steam Ship Company—\$35 per share, buyers.
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.
 Douglas Steamship Company—\$35 per share, sellers.
 The Steam Launch Co., Limited—\$20 per share, buyers.

Hongkong and Whampoa Dock Company—65 per cent. premium, buyers.
 Geo. Fenwick & Co., Limited—\$15 per share, buyers.
 Hongkong Hotel Company—\$17 per share, sales and buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

The Amoy Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamen Hotel Co., Limited—\$4 per share, sellers.
 Panjion Mining Co.—\$4 per share, sales and sellers.

The Raub Gold Mining Co., Limited—\$4 per share, buyers.
 The Balmoral Gold Mining Co., Limited—40 cents, per share, sellers.
 Société Française des Charbonnages du Tonkin—\$45 per share, sellers.
 The Jichin Mining and Trading Co., Limited—\$3 per share, sales and sellers.

London and Pacific Petroleum Co., Ltd.—\$160 per share, old shares, buyers.
 Luzon Sugar Refining Company, Limited—\$32 per share, sellers.
 A. S. Watson & Co., Limited—\$10 per share, sales and buyers.

Dakin, Crutcher & Co., Limited—\$1 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$61 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$5 per share, buyers.

The West Point Buildings Co., Limited—\$20 per share, sellers.
 H. G. Brown & Co., Limited—\$8 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$35 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$85 per share, sellers.
 Hongkong Gas Company—\$110 per share, buyers.
 Hongkong Ice Company—\$66 per share, ex div. sellers.

Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$1 per share, sellers.
 The Green Island Cement Co.—50 cents, buyers.

The Hongkong Electric Light Co., Limited—\$3 per share, sales and sellers.
 The Hongkong Steam Laundry Co., Limited—\$45 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$67 per share, sales.

ON LONDON—Bank, T. T. 2/5
 Bank Bills, on demand 2/5
 Bank Bills, at 4 months' sight 2/5
 Credits at 4 months' sight 2/5
 Documentaries, at 4 months' sight 2/5
ON PARIS—
 Bank Bills, on demand 3/14
 Credits, at 4 months' sight 3/22
ON INDIA—
 T. T. 200
 On Demand 200
ON SHANGHAI—
 Bank, T. T. 72 1/2
 Private, 30 days' sight 73 1/2

VISITORS AT THE HONGKONG HOTEL.
 Mr. W. G. Allen.
 Mr. and Mrs. R. H. How.
 Mr. J. Hancock.
 Mr. MacLean.
 Mr. A. Messy.
 Mr. P. Cautley.
 Mr. H. S. Cooke.
 Mr. F. E. Conry.
 Mr. H. Crombie.
 Mr. J. B. Conliffe.
 Mr. H. Davy.
 Mr. E. H. Derrick.
 Mr. T. Fujimoto.
 Mr. A. Garwood.
 Mr. H. Gilman.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.
 Mr. Adamson.
 Mrs. Coban.
 Mr. A. Cumming.
 Mr. F. Deacon.
 Mrs. D. K. and child.
 Mr. F. East.
 Mr. E. Faber.
 Mr. S. Forsyth.
 Mr. A. S. Gabbay.
 Mr. Thos. Howard.
 Mr. V. Kolof.

MAILS EXPECTED.
THE GERMAN MAIL.
 The Norddeutscher Lloyd steamer *Gra*, with the outward German mail, left Singapore on Saturday, the 26th instant at 3 p.m., and may be expected here on about Tuesday, the 31st.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco, leaves Yokohama to-morrow at 5 p.m., and may be expected here on the 10th instant.

The P. M. S. S. Co.'s steamer *City of New York*, with mails, &c., left San Francisco for this port via Yokohama, on the 19th instant.

The O. & S. S. Co.'s steamer *Gauche*, with mails, &c., left San Francisco for this port, via Yokohama, on the 26th instant.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver, left Shanghai on Saturday, the 26th instant at 10 p.m., and may be expected here on Tuesday, the 29th at 9 a.m.

THE INDIAN MAIL.
 The steamer *Lightning*, from Calcutta, left Singapore on the 25th instant, and is expected here on the 31st.

STEAMERS EXPECTED.
 The "Glen" line steamer *Glasgow*, from London, left Singapore on the 27th instant, and is due here on the 2nd proximo.

The Ocean Steamship Co.'s steamer *Island* left Singapore on the 27th instant, and may be expected here on the 3rd proximo.

The P. & O. S. N. Co.'s steamer *Formosa*, from London and Bombay, left Singapore on the 26th instant at 4 p.m., and may be expected here on the 3rd proximo.

The China Shippers' Mutual S. N. Co.'s steamer *Myona*, from Glasgow and Liverpool, passed the Canal on the 9th instant.

The P. & O. S. N. Co.'s steamer *Yava* left London for this port on the 20th instant.

Shipping.
ARRIVALS.

IRENE, German steamer, 2,465, R. Schuder, 27th August, Japan 21st August, General.

TRIUMPH, German steamer, 674, J. Brub, 27th August, Pakhol 24th August, and Holhow 26th, General—Ed. Schellbach & Co.

BORMIDA, Italian steamer, 1,499, F. Ansaldo, 27th August, Singapore 21st August, General—Carlowitz & Co.

ROSETTA, British steamer, 2,039, Chas. Gadd, 28th August, London, via Bombay 26th, and Singapore 22nd, Mails and General—P. & O. S. N. Co.

FOKING, British steamer, 1,700, W. Davis, 28th August, Tamsui 24th August, Amoy 25th, and Swatow 26th, General—D. Laprak & Co.

HESPERIA, German steamer, 1,136, H. Wilt, 28th August, Kutchin 22nd August, General—Stemmen & Co.

OCEANIC, British steamer, 3,500, W. M. Smith, R.N.R., 28th August, San Francisco 21st, August, Honolulu 8th, and Yokohama 22nd, Mails and General—O. & S. S. Co.

ESMERALDA, British steamer, 2,668, G. A. Taylor, 28th August, Manila 25th August, General—Schewen & Co.

SUNGKIAN, British steamer, 994, C. B. N. Dodd, 28th August, Manila 26th August, General—Butterfield & Swire.

KRIE, German steamer, 851, M. W. Krutzfeldt, 28th August, Canton 28th Aug, General—Melchers & Co.

FRYER, Danish steamer, 397, C. L. Strand, 28th August, Pakhol 25th August, and Holhow 27th, General—Arnold, Karberg & Co.

DAPHNE, British steamer, 1,140, Captain H. A. Martineau, 28th August, Amoy 26th August, General—Stemmen & Co.

LAKRIS, British steamer, 1,350, Rawlings, 28th August, Liverpool, and Singapore 22nd August, General—Butterfield & Swire.

ANCONA, British steamer, 1,888, W. D. Medie, 28th August, Yokohama 20th August, Mails and General—P. & O. S. N. Co.

CRICKMOORE, British steamer, 1,448, W. B. Kennedy, 28th August, Shanghai 19th August, Ballast—Stemmen & Co.

FRANK, American bark, 1,138, E. A. Gerlach, 28th August, Shanghai 15th August, Ballast—Schewen & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Talis, German steamer, for Saigon.
Triumph, German steamer, for Holhow.
Mathilde, German steamer, for Kobe.

DEPARTURES.
 August 26, *Cape Column*, British steamer, for Canton.
 August 26, *Yung-ching*, Chinese steamer, for Canton.
 August 27, *Crown of Aragon*, British steamer, for Port Natal, &c.
 August 27, *Kong Bing*, British steamer, for Bangkok.
 August 27, *Taitang*, British str., for Canton.
 August 27, *Tarabaco*, British bark, for Manila.
 August 27, *Tellus*, Norwegian steamer, for Kutchin.
 August 27, *Adia*, Danish steamer, for Holhow and Pakhol.
 August 27, *Cyclops*, British str., for Singapore and London.
 August 27, *Thales*, British str., for Swatow, &c.
 August 27, *Nierstein*, German steamer, for Saigon.
 August 28, *Kwangta*, Chinese steamer, for Shanghai.

SAFENESS—ARRIVED.
 Per *Esmeralda*, from Manila—Mrs. Danden, Mrs. W. Hamilton, G. Hudson, J. Oliver, A. M. Carrel, 1 Indian and 1 Chinese (deck).
 Per *Yung-ching*, from Manila—Mr. Jose Arguelles, 4 Chinese.
 Per *Adia*, from San Francisco—Mrs. A. L. Fulton, Miss A. M. Ricketts, Miss M. Wilson, and Miss Mary Fulton. From Yokohama—Messrs. V. A. C. Hawkins and A. Zunska.
 Per *Irini*, from Japan—Mr. and Mrs. Kretschmar and 3 children.
 Per *Fokien*, from Tamsui, &c.—16 Chinese.
 Per *Ancona*, from Yokohama for Hongkong—Mr. Tack Loong, and a Chinese (deck). From Kobe—Mr. Chen Yant Tong, 1 Chinese and child.
 Per *Nagasaki*—Messrs. Albert Tissandier, Kawasato, Yebataki, 1 Chinese and 1 Japanese.
 Per *Laureis*, from Singapore, &c.—140 Chinese.
 Per *Rosetta*, from London for Hongkong—Miss Thompson, Captain L. A. Gordon, Surgeon J. A. McKeogh, Assistant Paymaster Waymouth, Messrs. A. Conon, Greig, and J. McCallum's wife. From Colombo—Rev. and Mrs. W. B. Boggs and 3 children. From Penang—J. H. Harvey, Sub-Lieut. R. W. Kiddie, Messrs. Guido T. Koch, S.B.A., Flannigan, W. J. Hancock, 1 Mail agent and servant, and 36 Chinese. From London for Shanghai—Mrs. Abraham Holmes. From Bombay—Mrs. Abraham Holmes. From Singapore—Miss E. Vautier. From Brindisi—Mr. E. Vautier. From Bombay—Mr. J. H. Aterbury.

REPORTS.
 The British steamship *Esmeralda* reports that she left Manila on the 25th instant. Experienced light variable winds and fine weather throughout.

The British mail steamship *Rosetta* reports that she left Bombay on the 19th instant. Had light winds and fine weather. Reached port at Maclefield Bank 10 miles to port.

The British steamship *Zephyr* reports that she left Singapore on the evening of the 22nd instant. Had light variable winds with dull gloomy weather and heavy showers of rain until 6 p.m. of the 23rd. From Sapat had light winds and light variable weather with heavy rain (with arrival at Hongkong).

Post Office.
 A MAIL WILL CLOSE—
 For Saigon—For Tamsui to-morrow, the 29th instant, at 9.30 A.M.
 For Swatow, Amoy, and Tamsui—Per *Fokien* to-morrow, the 29th instant, at 11.30 A.M.
 For Shanghai, Kobe, Yokohama, Victoria, and Tacoma—Per *Victoria* to-morrow, the 29th instant, at 11.30 A.M.
 For Haiphong—Per *Hongkong* to-morrow, the 29th instant, at 1.30 P.M.

SHIPPING IN HONGKONG.
STEAMERS.
 AIRLIE, British steamer, 2,400, W. Ellis, 25th August, Sydney 22nd July, Townsville 27th, Cooktown 28th, Thursday Island 30th, Port Darwin 3rd August, and Manila 23rd, General—Gibb, Livingston & Co.
 ARDAGY, British steamer, 1,100, James Thom, 4th August, Swatow 2nd August, General—Parsons, Matheson & Co.
 BANTAM, Dutch steamer, 1,457, C. J. van de Bergh, 10th July, Bangkok 15th July, Rice—Lauis, Wegener & Co.
 CANTON, British steamer, 2,044, C. L. W. Field, 22nd August, London 8th July, Bombay 5th August, and Singapore 17th, General—P. & O. S. N. Co.
 CEIMA, German steamer, 1,114, P. Voss, 24th August, Saigon 20th August, Rice—Melchers & Co.
 CHUSAN, German steamer, 623, W. Wundt, 25th August, Haiphong 21st August, and Hoihow 24th, Rice and General—A. R. Marty.
 DEWANGONG, British steamer, 1,057, George Anderson, 24th August, Bangkok 16th August, and Koh-i-chang 18th, Rice and General—Yuen Fat Hong.
 FAIR, British steamer, 117, Captain McIsaac, Hongkong Government tender.
 GLAZIER, British steamer, 1,754, Scotland, 25th August, Cebu 21st, 17th August, Coal—D. Laprak & Co.
 HATTAN, British steamer, 1,182, F. D. Goddard, 20th August, Fochow 17th August, Amoy 18th, and Swatow 19th, General—D. Laprak & Co.
 HANOI, French steamer, 738, E. Montells, 18th August, Haiphong 16th August, General—A. R. Marty.
 INDEPENDENT, German steamer, 1,003, Schlier, 11th July, Maritimes 15th June, General—Wilder & Co.
 HONGKONG, French steamer, 738, C. Bastian, 26th Aug, Haiphong 24th Aug, General—A. R. Marty.
 KRIEMHILD, German steamer, 1,708, Th. Forck, 25th August, Hamburg, via Singapore 20th August, General—Stemmen & Co.
 LY-KE-MOON, German steamer, 1,238, G. Heuermann, 25th August, Canton 25th Aug, General—Stemmen & Co.
 MATHILDE, German steamer, 600, P. Moon, 24th August, Cebu 20th August, and Tourn 22nd, General—Stemmen & Co.
 NANTHAN, British steamer, 801, J. Blackburne, 24th August, Bangkok 18th Aug, General—Hop Hing Hong.
 NUERNBERG, German steamer, 3,207, B. Blauke, 20th August, Yokohama 11th August, Kobe 14th, and Nagasaki 16th, Mails and General—Melchers & Co.
 PILOT FISH, British steamer, 161, A. Stapan, Hongkong and Whampoa Dock Co.
 PROSPERITY, British steamer, 1,287, W. H. Farnd, 14th March, Saigon 9th March, Rice and Paddy—Arnold, Karberg & Co.
 RIO, German steamer, 1,170, C. H. Davidson, 23rd August, Surabaya, and Singapore 16th August, Timor—Wilder & Co.
 TAICHOW, British steamer, 804, R. Unsworth, 26th August, Bangkok 18th Aug, General—Yuen Fat Hong.
 TAILER, German steamer, 828, Calender, 25th August, Java 16th August, Segar—Meyer & Co.
 TORBORN, British steamer, 1,100, John Byron, 31st July, Kutchin 25th July, General—John Andrew.
 VICTORIA, British steamer, 1,992, John Pantton, R.N.R., 19th August, Tacoma 22nd July, Victoria, B.C. 23rd, Yokohama 10th Aug, Kobe 12th, and Kutchin 15th, General—Doddwell, Carll & Co.
 YUNO-CHING, Chinese steamer, 756, Harris, 25th August, Shanghai 19th August, and Swatow 24th, General—C. M. S. N. Co.

RAILING VESSELS.
 ADOLPH, German bark, 767, E. Westergaard, 21st Aug, Hamburg 22nd April, General—Stemmen & Co.
 AMYRIA, British bark, 1,148, H. W. Dunlop, 5th July, Singapore 17th June, Timber—Mayer.
 CHARON WATTANA, Siam bark, 654, G. Koch, 20th July, Bangkok 15th July, Taskwood—Hing Lee.
 EMILIE, German bark, 948, H. Schmitt, 21st July, Haiphong 17th July, Ballast—Capehart.
 FOONHOO SUI, Hawaiian bark, 950, Mahany, 22nd July, New York 5th April, Oil—Shewen & Co.
 GALVANIA, German bark, 619, H. Jacobsen, 22nd July, from Tientsin, Bone—Butterfield & Swire.
 GEORGE STROTTON, American bark, 1,878, E. S. Murphy, 6th August, New York 22nd April, Kerosene Oil—Captain.
 HENRY TALLING, American ship, 1,279, G. Merriman, 15th June, San Francisco 30th April, Oil—Master.
 LUCY A. NICKER, American bark, 1,330, C. M. Nichols, 3rd Aug, New York 6th March, Kerosene Oil—Melchers & Co.
 NALA SHUN SING, Chinese 3-m. sch., 368, Lok Li Tong, 3rd August, Saigon 24th August, Wood—Yong Kee & Co.
 ROWALL, British 4-masted ship, 3,330, D. Morgan, 17th May, Singapore 21st March, Ballast—Order.

AN APPEAL.
 THE SUPERIORESS OF THE ITALIAN CONVENT, CADE ROAD, begs most respectfully to APPEAL to the Respectability of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
 Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
 Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.
 The Superior work will also be most grateful for any orders of old articles to be made into new goods for the Children of the Poor Schools, who are taught by the Sisters.
 Hongkong, 22nd April, 1892.

THE STEAMSHIP.
 The steamer *Esmeralda* reports that she left Manila on the 25th instant. Experienced light variable winds and fine weather throughout.

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STEAMERS.
 AIRLIE, British steamer, 2,400, W. Ellis, 25th August, Sydney 22nd July, Townsville 27th, Cooktown 28th, Thursday Island 30th, Port Darwin 3rd August, and Manila 23rd, General—Gibb, Livingston & Co.
 ARDAGY, British steamer, 1,100, James Thom, 4th August, Swatow 2nd August, General—Parsons, Matheson & Co.
 BANTAM, Dutch steamer, 1,457, C. J. van de Bergh, 10th July, Bangkok 15th July, Rice—Lauis, Wegener & Co.
 CANTON, British steamer, 2,044, C. L. W. Field, 22nd August, London 8th July, Bombay 5th August, and Singapore 17th, General—P. & O. S. N. Co.
 CEIMA, German steamer, 1,114, P. Voss, 24th August, Saigon 20th August, Rice—Melchers & Co.
 CHUSAN, German steamer, 623, W. Wundt, 25th August, Haiphong 21st August, and Hoihow 24th, Rice and General—A. R. Marty.
 DEWANGONG, British steamer, 1,057, George Anderson, 24th August, Bangkok 16th August, and Koh-i-chang 18th, Rice and General—Yuen Fat Hong.
 FAIR, British steamer, 117, Captain McIsaac, Hongkong Government tender.
 GLAZIER, British steamer, 1,754, Scotland, 25th August, Cebu 21st, 17th August, Coal—D. Laprak & Co.
 HATTAN, British steamer, 1,182, F. D. Goddard, 20th August, Fochow 17th August, Amoy 18th, and Swatow 19th, General—D. Laprak & Co.
 HANOI, French steamer, 738, E. Montells, 18th August, Haiphong 16th August, General—A. R. Marty.
 INDEPENDENT, German steamer, 1,003, Schlier, 11th July, Maritimes 15th June, General—Wilder & Co.
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 LY-KE-MOON, German steamer, 1,238, G. Heuermann, 25th August, Canton 25th Aug, General—Stemmen & Co.
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 CHUSAN, German steamer, 623, W. Wundt, 25th August, Haiphong 21st August, and Hoihow 24th, Rice and General—A. R. Marty.
 DEWANGONG, British steamer, 1,057, George Anderson, 24th August, Bangkok 16th August, and Koh-i-chang 18th, Rice and General—Yuen Fat Hong.
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 GLAZIER, British steamer, 1,754, Scotland, 25th August, Cebu 21st, 17th August, Coal—D. Laprak & Co.
 HATTAN, British steamer, 1,182, F. D. Goddard, 20th August, Fochow 17th August, Amoy 18th, and Swatow 19th, General—D. Laprak & Co.
 HANOI, French steamer, 738, E. Montells, 18th August, Haiphong 16th August, General—A. R. Marty.
 INDEPENDENT, German steamer, 1,003, Schlier, 11th July, Maritimes 15th June, General—Wilder & Co.
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